




FROM	NAME & TITLE	ERIC W. TISO, SITE PLAN REVIEW COMMITTEE CHAIR	CITY of BALTIMORE MEMO	
	AGENCY NAME & ADDRESS	LAND USE AND URBAN DESIGN DIVISION DEPARTMENT OF PLANNING 417 EAST FAYETTE STREET, 8 TH FLOOR		
	SUBJECT	SITE PLAN REVIEW COMMITTEE MINUTES FOR FEBRUARY 24, 2010		

TO

DATE:

March 10, 2010

Captain John Carr, Fire Department
Mr. Ken Sands, Parking Authority
Mr. Kirkland Gabriel, DOT TEC
Ms. Valorie LaCour, DOT Planning
Mr. John Thumbi, DOT Traffic
Mr. Bill Beatty, Department of General Services
Dr. Nollie P. Wood Jr., Mayor's Office
Ms. Miriam Agrama, DHCD Plans Examining
Mr. Geoff Veale, Zoning Administrator
Mr. David Tanner, BMZA

In attendance were:

- Eric Tiso, Wolde Ararsa, Anthony Cataldo, Ken Hranicky, Martin French, and Melvin Hicks for the Department of Planning;
- Capt John Carr for the Fire Department;
- John Igwe for HCD Plans Examining;
- Ken Sands for the Parking Authority; and
- Kirkland Gabriel, John Thumbi and Valorie LaCour for the Department of Transportation.

Agenda

1. 25th Street Station PUD
2. 2301 South Newkirk Street – National Gypsum Storage Building
3. 1301-15 Boyle Street – Riverside Lofts

Plans Update

1. 4501 North Charles Street – Loyola University Maryland Donnelly Hall Addition and Renovation – Approved.

25th Street Station PUD

Zoning: B-2-3, B-3-3, M-2-1, M-2-2

Plans Date: 18 Feb 2010

Block/Lot: 3625/1, 3626A/11, 13, 3626C/1-5.

Urban Renewal: None

Environmental: Forest Conservation

Historic: None

Total Site Area: ±11.518 Acres

Gross Square Footage: ±318,233 sqft total

In addition to Committee Members and Planning staff, in attendance was:

- Jennifer Leonard, STV;
- Susan Williams, STV;
- Tony Cortea, STV;
- Mike Birkland, Bowman Consulting;
- Donald Kann, Kann Partners;
- Shaw Rahman, Kann Partners;
- Leon Pinkett, BDC; and
- Dave Hoffman, David L. Hoffman Architects;
- Chris Carlson, David L. Hoffman Architects;

Project Summary:

This is a redevelopment project, planned in two phases. Phase I will address the redevelopment of the Anderson auto dealership, and Phase II will address the related auto repair facilities. The redevelopment will be a Planned Unit Development, and will include a Walmart with a grocery store component, a Lowe's, pharmacy, retail, bank, and residential uses. A small subdivision will be required to purchase a portion of the CSX property for the site development, in exchange for an access easement. A partial street closing will be required for a portion of Hampden Avenue that extends into the site. This is the second review.

Comments & Issues:

- Environmental/Landscaping:
 - Coordinate the streetscaping in front of the Lowe's portion of the site with Gary Letteron, 410-396-4369.
- Site Plan:
 - There will be an outside-accessed elevator on the Mezzanine level to access the office space. Consider how to ensure this area will be secure for office, staff and visitors. The committee understands that the applicant is developing a comprehensive safety plan for this site.
 - The retail building proposed adjacent to Huntingdon Street has been changed, and brought to the street line, with parking in the rear.
 - The corner retail at 25th Street and Maryland Avenue face the street.
 - The Walmart's loading area will be secured by a sliding fence.
 - The lower level will have a 16' height clearance, and is navigable by a WB-67.
- Parking/Traffic:
 - There is a 30' wide easement to access the CSX property to the north, generally following West 24th and Sisson Streets. This easement is in consideration for a sliver of the CSX property that projects into the proposed Lowe's site.

- Parking spaces around Lowe's are shown at 9' by 18' in dimension with 25' wide drive aisles. While the Parking Authority did not support these dimensions, the balance of the committee did not object, and felt that these spaces in this context are functional. In short, there is little difference between 20' deep parking stalls with a 21' aisle. The Lowe's corporate management feels that this arrangement will encourage vehicles to pull fully into the parking spaces, and has the potential to leave a wide average clear space in the aisles. There are 9' by 20' parking spaces near the Lowe's contractor entrance, with an aisle width of 25' and increasing to the north.
- The bank/coffee shop drive-through lanes have been flipped as requested by the committee in the earlier review. For the entrance directly opposed to the drive-through exit, use a right-turn arrow on the surface, versus a straight arrow (and perhaps other directional signage) to encourage vehicles entering from North Howard Street to turn right and keep moving, and to avoid the vehicles leaving the drive-through exit or bypass lane. Add a stop bar to the drive-through exit lane.
- Channelize the parking lot exit from the bank parcel to West 25th Street to allow for a right turn only.
- Consider how the micro-bioretenion areas in the retail group will work. What will prevent cars from moving too far forward and dropping into or damaging it?
- Residential parking control will be by designating spaces, but does not expect to use gates. Parking will not have a separate charge for use.
- Accessibility:
 - Ensure that all handicapped parking spaces on the Mezzanine level near the building have the required hatched loading areas - one appears to be missing on the right side of the row.
 - Please dimension the parallel handicapped parking space on the Walmart lot.

Next Steps:

- Submit two complete sets of revised plans for final approval and stamp.

NOTE:

- **Approvals of site plans are contingent upon the applicant fulfilling all the site plan requirements, Subdivision Rules and Regulations, Zoning Code requirements, Forest Conservation requirements, Critical Area and related environmental controls, Traffic Impact Study requirements, and addressing all comments provided by the Site Plan Review Committee during and after the plan review process.**
- **All approved final site plans must be stamped.**

2301 South Newkirk Street – National Gypsum Storage Building

Zoning: M-3

Block/Lot: 6607-P/001

Urban Renewal: None

Environmental: Chesapeake Bay Critical Area, Floodplain

Historic: None

Total Site Area: ±2.51 Acres

Gross Square Footage: Not listed

In addition to Committee Members and Planning staff, in attendance was:

- Susan Williams, STV;
- Tony Cortez, STV; and
- Larry Kingston, NGC.

Project Summary:

This is an existing plant for the National Gypsum Company (NGC), a local producer of gypsum products, such as drywall panels. The site is now used to receive raw gypsum materials before the fabrication process, and has a temporary open stockpile area, in the event that more material is received than the plant can process at that moment. The proposal is to build an 8,000 sqft metal building to enclose the temporary stockpile, along with the necessary conveyor systems.

Comments & Issues:

- Environmental/Landscaping:
 - This site is located within the Chesapeake Bay Critical Area, and a portion of the site is located within the buffer. The site is also located within the floodplain “X” zone.
 - Since some sawcutting is expected, coordinate with Ken Hranicky in Planning for any portion of the construction that will penetrate the existing concrete pad, as this may require the approval of the State Critical Area Commission.
 - Materials used on-site are approximately 97-98% calcium sulfate with trace amounts of calcium carbonate (the remaining 2-3%). This site also receives gypsum material as a by-product of coal power plant ash, thereby recycling the by-product.
- Parking/Traffic:
 - As the site is now used for an open laydown pad for the gypsum material, no changes to traffic patterns are expected. Approximately one or two trucks per hour service this site with deliveries. If required, one truck could stage in the turn-around area while another truck backs into position by the hopper.

Next Steps:

- This plan is approved as filed.

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1301-15 Boyle Street – Riverside Lofts

Zoning: B-2-4

Plans Date: 19 Feb 2010

Block/Lot: 2012/001

Urban Renewal: None

Environmental: Forest Conservation, Chesapeake Bay Critical Area

Historic: None

Total Site Area: ±42,060 sqft

Gross Square Footage: Not Listed

In addition to Committee Members and Planning staff, in attendance was:

- Mark Shapiro, Shapiro Co.;
- Brian Gobell, HCM;
- Lee Driskell, HCM;
- Al Barry, AB Associates;
- Nate Pretl, AB Associates;
- Kevin Ash, EDC; and
- Rick Richardson, Richardson Engineering.

Project Summary:

This property is bordered by Key Highway and Lawrence, Harvey and Boyle Streets. The existing building will be demolished, and a new building will be built that will occupy the entire site. Parking will be on the lower three floors, a pharmacy on the ground level (±10,570 sqft), and four floors of residential use.

Comments & Issues:

- Plans/Permits:
 - The Fire Department recommends scheduling a meeting with them to review a complete life safety plan.
- Environmental/Landscaping:
 - This site is located within the Chesapeake Bay Critical Area.
 - Considering the approaching date for the revised stormwater management regulations, consider discussing options with DPW now in case this project cannot complete reviews by 4 May 2010. The committee understands that the terrace level incorporates a green roof, and that there may be another portion of the roof that may be greened as well.
- Parking/Traffic:
 - Standard 90° parking spaces should be dimensioned 9' by 20' or 10' by 18'.
 - Provide turn-arounds for dead-ends on garage aisles. These should be hatched and labeled.
 - The three parking levels are each accessed from different locations. The ground floor level is accessed from Boyle and Lawrence Streets. The first floor level is accessed from Harvey Street for parking, and has a separate Harvey Street access to a ramp up to the second floor level. The committee had a concern about traffic conflicts with the Lawrence Street entry, and recommended study to see if this entrance could be eliminated or relocated. Applicants were concerned about grading, and that this entrance may need to be retained.
 - Parking levels for residential use may be gated and accessed by a card system.

- Trash will be brought out to Lawrence Street over the sidewalk. An existing curb cut will be relocated to get the rolling dumpster to street level. Trash service will be consolidated for residential and pharmacy uses.
- Provide bicycle parking facilities in the garage and on the sidewalk by the retail doors.
- Contact the Department of Transportation to inquire about Traffic Impact Study (TIS) requirements.
- Consider how resident move-in and move-out will be accomplished. Perhaps consider designating an area within the garage that can be used for short-term staging. These areas should be clearly marked/hatched.
- Truck loading to serve the pharmacy use is expected to be on Lawrence Street. Tractor-trailers are not expected. Move this loading area as far from the intersection of Key Highway and Lawrence Street as possible.
- Accessibility:
 - Re-examine the placement of handicapped parking spaces, and ensure that they are as close as possible to elevators and doors.
 - Verify that the crosswalks at the corner of Key Highway and Lawrence Street should have ramps oriented to the crossing, vs. the center of the intersection.

Next Steps:

- Submit two complete sets of revised plans for final approval and stamp.

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- **All approved final site plans must be stamped.**